ARISE Plus – Civil Aviation Project

Detailed Annual Work Plan 2018

31 July 2018

Project implementation period:
1 January 2018 – 31 December 2021
Contract reference: ACA/2017/391-179

This document constitutes the initial 2018 Detailed Work Plan for the ARISE Plus Civil Aviation Project in line with the 2018 Annual Work Plan approved by the first sub-Project Steering Committee meeting.

Contents

Acronyms

AARMS	ASEAN Aviation Regulatory Monitoring System
AIDC	ATS Interoperability Data Communications
AMS	ASEAN Member State
ANS	Air Navigation Services
APAC	Asia Pacific
ARISE +	ASEAN Regional Integration Support from the EU
ASE	Air Safety Expert
ASEAN	Association of South East Asian Nations
ATE	Air Transport Expert
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
ATM	ASEAN Transport Ministers Meeting
ATMRI	Air Traffic Management Research Institute
ATS	Air Traffic Services
ATWG	ASEAN Transport Working Group
AVSEC	Aviation Security
CAA	Civil Aviation Authority
CAAS	Civil Aviation Authority of Singapore
CE	Critical Element
CMA	Continuous Monitoring Approach
CORSIA	Carbon Offsetting and Reduction Scheme for International Aviation
DCA	Directorate of Civil Aviation
EASA	European Aviation Safety Agency
EI	Effective Implementation
ENV	Environment
EU	European Union
FCL	Flight Crew Licensing
FLAS	Flight Level Allocation Schemes
ICAO	International Civil Aviation Organization
JU	Joint Undertaking
LEG	Primary Aviation Legislation and Specific Operating Regulations
MRA	Mutual Recognition Agreement
OJT	On-Job Training
OPS	Aircraft Operations
ORG	Civil Aviation Organization
PEL	Personnel Licensing
SAFA	Safety Assessment of Foreign Aircraft
SARPs	Standards and Recommended Practices
SEA	South East Asia
SESAR	Single European Sky ATM Research
TBD	To be determined
TWR	Tower
USOAP	Universal Safety Oversight Audit Programme

0. Overview for 2018

The location and dates shown are indicative and activities may spread into 2019 as appropriate.

	Project Management	Duration / days	Activity framework	Location	Indicative date
1	Set-up of initial team and project field office	5 months	-	Bangkok	January 2018 to June 2018
2	Assessment and coordination missions to develop work plan	3 months	-	ASEAN region	March 2018 to June 2018
3	Refine first year Work Plan, Budget Plan and Inception Report	3 months	-	Europe	March to June 2018
4	Participate in first Project Steering Committee	1 day	-	Jakarta	19 March 2018
5	Prepare and implement first sub-Project Steering Committee	1 day	-	Phuket	9 May 2018
	Regulatory initiatives	**Duration / days**	**Activity framework**	**Location**	**Indicative date**
6	AFOSA workshop 1 - Review of current procedures; development of harmonised approach to training; assessment of feasible data exchange and analysis methods; definition of the subsequent workshops to hold in 2019	3 days	1.2	Singapore	23 – 25 October 2018
7	AFOSA workshop 2 – Title to be defined during AFOSA workshop 1	3 days	1.2	TBD	Q1 2019
8	AFOSA workshop 3 – Title to be defined during AFOSA workshop 1	3 days	1.2	TBD	Q1 2019
	Mutual recognition	**Duration / days**	**Activity framework**	**Location**	**Indicative date**
9	Gap Analysis, Development of MRA-FCL implementing protocols – Workshop 1	3 days	2.1	Thailand	25 – 27 September 2018
10	Development of MRA-FCL implementing protocols – Workshop 2	3 days	2.1	Vietnam	3 – 5 December 2018
	Strengthening capacities	**Duration / days**	**Activity framework**	**Location**	**Indicative date**
11	Improve aviation safety set-up – State 1	4 days	3.1	Cambodia	Q1/2019
12	Improve aviation safety set-up – State 2	4 days	3.1	Myanmar	Q1/2019
13	Enhance safety oversight – State 1	7 days	3.2	Cambodia	Q1/2019
14	Enhance safety oversight – State 2	7 days	3.2	Myanmar	Q1/2019
15	Awareness raising activity on aviation gender issues –	3 days	3.2	South Africa (Cape Town)	8 – 10 August 2018

	Participation in ICAO Global Aviation Gender Summit				
16	Enhance security oversight – State 1	4 days	3.3	Indonesia	October 2018
17	Enhance security oversight – State 2	4 days	3.3	Philippines	November 2018
18	Enhance passenger protection – Raise awareness of consumer and passenger protection issues	3 days	3.4	Brunei	November 2018
19	Enhance passenger protection – Share experiences in implementing consumer and passenger protection laws/frameworks in EU and ASEAN Member States	3 days	3.4	Philippines	January 2019
20	Enhance climate change action – State 1	3 days	3.5	Cambodia	16 – 18 October 2018
21	Enhance climate change action – State 2	3 days	3.5	Laos	22 – 24 October 2018
	Air Traffic Management	**Duration / days**	**Activity framework**	**Location**	**Indicative date**
22	Strengthen ASEAN ATM system – workshop 1: Addressing AMS' implementation of the regional ATM initiatives	2 days	4.1	TBD (after gap analysis)	January 2019
23	Support ASEAN ATM system – workshop 1: Airspace design improvements to enhance regional ATM efficiency and capacity	3 days	4.2	Singapore	February 2019
24	Support ASEAN ATM Master Plan – workshop 2: ASEAN-wide implementation of agreed initiatives	3 days	4.2	Thailand (Bangkok)	10 – 12 September 2018
25	Support ASEAN ATM Master Plan – workshop 3: The implementation of ATFM	3 days	4.2	Indonesia (Jakarta)	24 – 26 September 2018
26	Support ASEAN ATM Master Plan – workshop 4: The implementation of AIDC	3 days	4.2	Brunei	December 2018
27	Develop tools and procedures for a Seamless ASEAN Sky: New concepts/technologies, rules and procedures	3 days	4.3	Vietnam	November 2018
	ASEAN-EU cooperation	**Duration / days**	**Activity framework**	**Location**	**Indicative date**
-	Technical support for implementing an ASEAN-EU comprehensive agreement		5.1		

1. Improve regulatory capability and safety standards

1.2 Establishing & implementing a framework to share ramp inspection information

ACTIVITY 1.2.1					
	Air Safety	Duration / days	Activity framework	Location	Indicative date
6	AFOSA workshop 1 - Review of current procedures; development of harmonised approach to training; assessment of feasible data exchange and analysis methods; definition of subsequent workshops to be held	3 days	1.2	Singapore	23 – 25 October 2018

Background

The project aims to implement the procedures to exchange and analyse foreign operator ramp inspection data and understand the conduct of foreign operator ramp inspections amongst ASEAN Member States. This will allow ASEAN Member States to monitor compliance of foreign operators with minimum standards set by relevant ICAO SARPS and applicable documents, and build confidence between ASEAN Member States in the capability and capacity of each other's National Aviation Authorities in the area of foreign operator surveillance.

The project seeks to enhance the capability of individual ASEAN Member States to assess safety compliance by exchanging and analysing the results of ramp inspection data through a standardised set of procedures and requirements. The project will develop a harmonised approach to the training of inspectors and alignment of ASEAN Member States to international safety standards, and working procedures for carrying out ramp inspections on foreign aircraft, including aircraft of ASEAN Member States, operating into and out of airports located in the territory of ASEAN Member States, as well as for the collection, exchange and analysis of information on the safety of these.

Objective

– Review the current procedures and requirements for the ASEAN Foreign Operators Safety Assessment (AFOSA)
– Develop a harmonised approach to AFOSA training
– Consider tools for the exchange and analysis of ramp inspection data collected through AFOSA
– Define the content of the subsequent AFOSA workshops to be held under this annual work plan.

Presentations

1) Opening presentation depicting past events (ARISE+)
2) Presenting present AFOSA system (CAAS)
3) European experience and description of tools (EASA expert)

Outcome

It is expected that participating states will conclude that a proper exchange is not possible without a dedicated team and necessary electronic tools (web-based software). As both subjects require manpower and investment a sustainable solution may not be found on the working level but rather at a level with budget authority. Therefore the subject probably needs to be elevated by the ATWG to a political exchange between states.

ACTIVITY 1.2.2					
7	Air Safety	Duration / days	Activity framework	Location	Indicative date
	AFOSA workshop 2 – Title to be defined during AFOSA workshop 1	3 days	1.2	TBD	Q1 2019

Background

The project aims to implement the procedures to exchange and analyse foreign operator ramp inspection data and understand the conduct of foreign operator ramp inspections amongst ASEAN Member States. This will allow ASEAN Member States to monitor compliance of foreign operators with minimum standards set by relevant ICAO SARPS and applicable documents, and build confidence between ASEAN Member States in the capability and capacity of each other's National Aviation Authorities in the area of foreign operator surveillance.

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Objective

To be defined during AFOSA workshop 1

Presentations

To be defined during AFOSA workshop 1

Outcome

To be defined during AFOSA workshop 1

ACTIVITY 1.2.3					
8	Air Safety	Duration / days	Activity framework	Location	Indicative date
	AFOSA workshop 3 – Title to be defined during AFOSA workshop 1	3 days	1.2	TBD	Q1 2019

Background

The project aims to implement the procedures to exchange and analyse foreign operator ramp inspection data and understand the conduct of foreign operator ramp inspections amongst ASEAN Member States. This will allow ASEAN Member States to monitor compliance of foreign operators with minimum standards set by relevant ICAO SARPS and applicable documents, and build confidence between ASEAN Member States in the capability and capacity of each other's National Aviation Authorities in the area of foreign operator surveillance.

The project seeks to enhance the capability of individual ASEAN Member States to assess safety compliance by exchanging and analysing the results of ramp inspection data through a standardised set of procedures and requirements. The project will develop a harmonised approach to the training of inspectors and alignment of ASEAN Member States to international safety standards, and working procedures for carrying out ramp inspections on foreign aircraft, including aircraft of ASEAN Member States, operating into and out of airports located in the territory of ASEAN Member States, as well as for the collection, exchange and analysis of information on the safety of these.

Objective

To be defined during AFOSA workshop 1

Presentations

To be defined during AFOSA workshop 1

Outcome

To be defined during AFOSA workshop 1

2. Establish mechanism to facilitate mutual recognition of approvals, certificates and licences

2.1 Drafting a framework agreement to support future mutual recognition

ACTIVITY 2.1.1					
9	Air Safety	Duration / days	Activity framework	Location	Indicative date
	Gap Analysis, Development of MRA-FCL implementing protocols – Workshop 1	3 days	2.1	Thailand	25 – 27 September 2018

Background
The creation of a framework for the mutual recognition of approvals, certificates and licences is a necessary prerequisite for the full implementation of the ASEAN Single Aviation Market. Such a process for mutual recognition requires commitment from ASEAN Member States to comply with agreed rules and procedures that will allow for approvals, certificates and licences issued by one Member State to be automatically accepted by the other Member States.

The ASEAN Transport Ministers, at the 23rd ASEAN Transport Ministers' Meeting in October 2017, signed the Mutual Recognition Agreement on flight crew licensing, an overarching framework agreement to facilitate and support future mutual recognition of licences issued by ASEAN Member States for pilots flying commercial aircraft. For mutual recognition of such licences to take place, the supporting implementation procedures, which also determine the pre-requisite safety capabilities, need to be developed and approved by the AMS.

ICAO prescribes tools for verification and conversion of foreign licenses. Verification of licenses is widely practised, however, at least one state is working with conversions only. Any bilateral or multilateral agreement between states can only be implemented if the technical protocols are harmonised up front. |

Objective
– Establish gap analysis between regulations and procedures practiced in states and – Support development of the implementation procedures and – Develop a roadmap for the next steps, in support of the Kuala Lumpur Transport Strategic Plan 2016-2025

Presentations
1) Opening presentation depicting past events (ARISE+) 2) All AMS need to present their own state system (AMS) 3) European experience and description of tools (EASA expert)

Outcome
It is intended to locate and describe the system similarities and differences between AMS and define the critical areas where states need to accept changes of their national procedures.

ACTIVITY 2.1.2					
10	Air Safety	Duration / days	Activity framework	Location	Indicative date
	Development of MRA-FCL implementing protocols – Workshop 2	3 days	2.1	Vietnam	3 – 5 December 2018

Background

The creation of a framework for the mutual recognition of approvals, certificates and licences is a necessary prerequisite for the full implementation of the ASEAN Single Aviation Market. Such a process for mutual recognition requires commitment from ASEAN Member States to comply with agreed rules and procedures that will allow for approvals, certificates and licences issued by one Member State to be automatically accepted by the other Member States.

The ASEAN Transport Ministers, at the 23rd ASEAN Transport Ministers' Meeting in October 2017, signed the Mutual Recognition Agreement on flight crew licensing, an overarching framework agreement to facilitate and support future mutual recognition of licences issued by ASEAN Member States for pilots flying commercial aircraft. For mutual recognition of such licences to take place, the supporting implementation procedures, which also determine the pre-requisite safety capabilities, need to be developed and approved by the AMS.

ICAO prescribes tools for verification and conversion of foreign licenses. Verification of licenses is widely practised, however, at least one state is working with conversions only. Any bilateral or multilateral agreement between states can only be implemented if the technical protocols are harmonised up front.

Objective

- – Collect opinions from AMS about roadmap developed and acceptance level of proposals
- – Support development of the implementation procedures and
- – Modify (if necessary) the roadmap for the next steps, in support of the Kuala Lumpur Transport Strategic Plan 2016-2025

Presentations

On request of participants only

Outcome

It is intended to establish implementation protocols between AMS as basis for bilateral or multilateral agreements.

3. Support strengthening the capacities of individual ASEAN Member States and aligned measures with ICAO standards and recommended practices

3.1 Improving national aviation safety set-up

<table>
<tr><td colspan="6" align="center">ACTIVITY 3.1.1</td></tr>
<tr><td rowspan="2">11</td><td align="center">Air Safety</td><td align="center">Duration / days</td><td align="center">Activity framework</td><td align="center">Location</td><td align="center">Indicative date</td></tr>
<tr><td align="center">Improve aviation safety set-up – State 1 (Cambodia)</td><td align="center">4 days</td><td align="center">3.1</td><td align="center">Cambodia</td><td align="center">Q1 2019</td></tr>
<tr><td colspan="6">Background</td></tr>
<tr><td colspan="6">

The non-compliance of certain ASEAN Member States with international (ICAO) standards is a major stumbling block towards creating a level playing field and the ASEAN Single Aviation Market. The project should help to address the structural problems within national systems to ensure the implementation of international aviation safety standards.

A typical structural problem faced by authorities with safety deficiencies is the lack of legal and financial autonomy, leading to insufficient resources and inadequate salary scales for qualified technical personnel compared to market rates.

The project will advise individual ASEAN Member States on their institutional set-up for aviation, and provide the expertise required to act proactively given the tremendous traffic growth in the region. The governance issues addressed should also promote the need for women's full and effective participation and equal opportunities for leadership at all levels of decision-making.

In 2018 the project will review the institutional set-up of two ASEAN member states. This will in particular review the States' primary aviation legislation and civil aviation systems with view to establishing the root cause issues that may manifest themselves in the States' capacity for safety oversight.

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<tr><td colspan="6">Selection criteria</td></tr>
<tr><td colspan="6">

As the project is limited to two ASEAN Member States a selection has to be made. Basic selection criteria are the latest USOAP/CMA result including analysis of distribution of findings over the different Areas and Critical Elements. Another element is the size and growth rate of national aviation industry, the legal setup and its available resources, human and financial.

ICAO state safety reports quote the states with lowest Effective Implementation in ASEAN as including Cambodia, with 36.88% EI overall, the institutional elements LEG (47.62) and ORG (60) leading to insufficient results in the other areas. Over the past 5 years total aviation traffic has doubled towards 40105 departures in 2017; number of AOCs issued went from 0 in 2012 to 11 in 2017 and presently 3 more are in certification phase 3.

</td></tr>
<tr><td colspan="6">Objective</td></tr>
<tr><td colspan="6">

The end objective should be able to facilitate the necessary structural changes needed by certain states to improve their capacity for safety oversight through the provision of independent and neutral recommendations.

</td></tr>
<tr><td colspan="6">Outcome</td></tr>
<tr><td colspan="6">

It is intended to produce an independent analytical report of the present institutional and structural setup including proposals for identified structural changes to improve capacity and make recommendations.

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ACTIVITY 3.1.2					
12	Air Safety	Duration / days	Activity framework	Location	Indicative date
	Improve aviation safety set-up – State 2 (Myanmar)	4 days	3.1	Myanmar	Q1 2019

Background

The non-compliance of certain ASEAN Member States with international (ICAO) standards is a major stumbling block towards creating a level playing field and the ASEAN Single Aviation Market. The project should help to address the structural problems within national systems to ensure the implementation of international aviation safety standards.

A typical structural problem faced by authorities with safety deficiencies is the lack of legal and financial autonomy, leading to insufficient resources and inadequate salary scales for qualified technical personnel compared to market rates.

The project will advise individual ASEAN Member States on their institutional set-up for aviation, and provide the expertise required to act proactively given the tremendous traffic growth in the region. The governance issues addressed should also promote the need for women's full and effective participation and equal opportunities for leadership at all levels of decision-making.

In 2018 the project will review the institutional set-up of two ASEAN member states. This will in particular review the States' primary aviation legislation and civil aviation systems with view to establishing the root cause issues that may manifest themselves in the States' capacity for safety oversight.

Selection criteria

As the project is limited to two ASEAN Member States a selection has to be made. The basic selection criteria are the latest USOAP/CMA result including analysis of distribution of findings over the different Areas and Critical Elements. Another element is the size and growth rate of national aviation industry, the legal setup and its available resources, human and financial.

ICAO state safety reports quote the states with lowest Effective Implementation in ASEAN as including Myanmar, which currently has 255 open USOAP protocol findings. The highest number of protocol findings (36) concern Licensing, Certification, Authorization and Approval Obligations (CE-6) in the area of Operations (OPS). According to intelligence gathered during the inception phase of the project those findings have their root in institutional setup and primary legislation. Therefore, also considering its traffic levels, Myanmar should be State Nr 2 for this activity.

Objective

The end objective should be able to facilitate the necessary structural changes needed by certain states to improve their capacity for safety oversight through the provision of independent and neutral recommendations.

Outcome

It is intended to produce an independent analytical report of the present institutional and structural setup including proposals for identified structural changes to improve capacity and make recommendations.

3.2 Enhancing national capabilities for safety oversight

ACTIVITY 3.2.1					
13	Air Safety	Duration / days	Activity framework	Location	Indicative date
	Enhance safety oversight – State 1 (Cambodia)	7 days	3.2	Cambodia	Q1 2019

Background
The project will seek to improve safety levels through the use of EU expertise. Given the potential volume of tasks involved, this needs to be carefully focused where an optimal and sustained effect can be achieved, using a mix of collective and purely national actions.

Operationally the project shall coordinate its safety work with regional donors such as Airbus or the ICAO COSCAP-SEA. Work shall be focused on individual ASEAN Member States where there are serious perceived deficiencies, as evidenced through ICAO audit results, SAFA results and the EU Air Safety list, and aim to facilitate a level of safety standards in accordance with ICAO's Standards and Recommended Practices.

Examples of activities include airworthiness, flight operations, aerodrome certification and possibly also the oversight of drones and a management training initiative for high-potential female aviation professionals.

In 2018 the project will to aim to work with two separate ASEAN Member States to help address specific issues identified by those States in the context of ICAO USOAP audits, AARMS visits, AFOSA inspections or otherwise. For reasons of sustainability the project's actions should aim to guide and support the state, but not perform the work required outright. Where deemed more efficient, a regional workshop on a given topic could take place instead.

Selection criteria

As the project is limited to two ASEAN Member States a selection has to be made. Basic selection criteria are the latest USOAP/CMA result including analysis of distribution of findings over the different Areas and Critical Elements. Another element is the size and growth rate of national aviation industry, the legal setup and its available resources, human and financial.

ICAO state safety reports quote the states with lowest Effective Implementation in ASEAN including Cambodia, with 36.88% EI overall, the institutional elements LEG (47.62) and ORG (60) leading to insufficient results in the other areas. Over the past 5 years total aviation traffic has doubled towards 40,105 departures in 2017; the number of AOCs issued went from 0 in 2012 to 11 in 2017 and presently 3 more are in certification phase 3.

Activities

On the basis of different audits and reports and including the SSCA requests it is recommended to provide
   a) OJT for Airworthiness inspectors and
   b) Review of Flight Operations Inspectors Handbooks and procedures with simultaneous inspectors training.
It may be considered to invite other AMS for these activities as the project has met similar requests in other AMS, too.

Objective

The end objective of the activity should be to facilitate a common high uniform level of safety between the different ASEAN Member States.

Outcome

It is intended to improve capabilities of Flight Operations and Airworthiness inspectors.

ACTIVITY 3.2.2					
14	Air Safety	Duration / days	Activity framework	Location	Indicative date
	Enhance safety oversight – State 2 (Myanmar)	7 days	3.2	Myanmar	Q1 2019

Background

The project will seek to improve safety levels through the use of EU expertise. Given the potential volume of tasks involved, this needs to be carefully focused where an optimal and sustained effect can be achieved, using a mix of collective and purely national actions.

Operationally the project shall coordinate its safety work with regional donors such as Airbus or the ICAO COSCAP-SEA. Work shall be focused on individual ASEAN Member States where there are serious perceived deficiencies, as evidenced through ICAO audit results, SAFA results and the EU Air Safety list, and aim to facilitate a level of safety standards in accordance with ICAO's Standards and Recommended Practices.

Examples of activities include airworthiness, flight operations, aerodrome certification and possibly also the oversight of drones and a management training initiative for high-potential female aviation professionals.

In 2018 the project will to aim to work with two separate ASEAN Member States to help address specific issues identified by those States in the context of ICAO USOAP audits, AARMS visits, AFOSA inspections or otherwise. For reasons of sustainability the project's actions should aim to guide and support the state, but not perform the work required outright. Where deemed more efficient, a regional workshop on a given topic could take place instead.

Selection criteria

As the project is limited to two ASEAN Member States a selection has to be made. Basic selection criteria are the latest USOAP/CMA result including analysis of distribution of findings over the different Areas and Critical Elements. Another element is the size and growth rate of national aviation industry, the legal setup and its available resources, human and financial.

ICAO state safety reports quote the states with lowest Effective Implementation in ASEAN as including Myanmar, which currently has 255 open USOAP protocol findings. The highest number of protocol findings (36) concern Licensing, Certification, Authorization and Approval Obligations (CE-6) in the area of Operations (OPS). According to intelligence gathered during the inception phase of the project those findings have their root in institutional setup and primary legislation. Therefore Myanmar should be State Nr 2 for this activity.

Activities

On the basis of different audits and reports and including the DCA requests it is recommended to provide

  a) OJT for Dangerous Goods inspectors and
  b) Classroom and OJT for Aerodrome Regulatory Personnel

It may be considered to invite other AMS to these activities as the project has met similar requests in other AMS too.

Objective

The end objective of the activity should be to facilitate a common high uniform level of safety between the different ASEAN Member States.

Outcome

It is intended to produce a thorough analysis report of the present institutional and structural setup including proposals for identified structural changes to improve capacity and make recommendations.

ACTIVITY 3.2.3					
		Cross cutting issue	Duration / days	Activity framework	Location	Indicative date
15		Awareness raising activity on aviation gender issues – Participation in ICAO Global Aviation Gender Summit	3 days	3.2	South Africa (Cape Town)	8 - 10 August 2018

Required expertise

Speakers as organised by ICAO at their "Global Aviation Gender Summit" to be held in Cape Town, South Africa between 8 and 10 August 2018 as per the link -
https://www.icao.int/Meetings/AviationGenderSummit/Pages/default.aspx

Background

As the aviation sector continues to grow, so does the number of qualified men and women required to successfully manage the air transport system. It is therefore imperative to attract and retain sufficient numbers of skilled male and female professionals across all levels to contribute to the operation and management of the expanding global transport system. Women continue to be under-represented in highly specialized disciplines around the world, including in aviation. According to data from the International Society of Women Airline Pilots, there are 7,409 female pilots across the world, accounting for less than six percent of total pilots. The existing data on non-pilot professions do not look very promising either. Although there is a drive to increase the number of women in science, technology, engineering and math (STEM) fields, including aviation, recruitment and retainment remain a challenge.

Guided by the resolution promoting the participation of women in the global aviation sector adopted by its 39th Session of the Assembly, ICAO is identifying an array of initiatives to assist in removing barriers to women's entry into aviation. As part of these efforts, ICAO has developed a Gender Equality Programme and accompanying Gender Equality Implementation Plan that outline the principles and actions which will be pursued to intensify the collective efforts for gender equality throughout the global aviation sector. In intensifying its efforts to advancing gender equality in aviation, ICAO proposes to work in partnership with ICAO Member States, organizations of the United Nations, such as UNESCO, as well as other industry partners who have a shared vision on gender equality and STEM.

Presentations

- – Transforming Gender Equality in Aviation
- – Aviation, Gender Equality and the 2030 Agenda for Sustainable Development
- – The Power of Data in Advancing Women in Aviation
- – Barriers and Enablers – Cultural Stereotypes
- – Barriers and Enablers – Education (Stem)
- – Barriers and Enablers - Workplace
- – Leadership and Gender Equality (Coaching and Mentoring)
- – Thinking Ahead – Gender Equality and Innovation in the Aviation Industry
- – Driving Results through Partnerships for Gender Equality in Aviation
- – Gender Equality in Aviation – A Roadmap for Action

Objective

The objectives of the Global Aviation Gender Summit are to advocate for increased opportunities and participation of women in the global aviation sector by:

- – Urging States and the aviation industry to demonstrate strong, determined leadership and commitment to gender equality in aviation, and to work together to press for progress;
- – Mobilizing the global aviation community to discuss existing barriers for gender equality in aviation and to share best practices, programmes and initiatives aimed at overcoming these barriers; and
- – Identifying concrete actions which can be taken to accelerate gender equality in aviation and promoting partnerships amongst interested stakeholders to implement these actions.

Expected Outcome

The expected outcomes will be:
- A plan of action to accelerate gender equality and women's advancement in aviation through active engagement of States, industry and other global stakeholders;
- Increased commitment from States and industry to achieve gender equality;
- Establishment of global community of practice for gender in aviation for sharing of data, policies, programmes, projects, etc.;
- Promotion of partnerships amongst interested stakeholders to implement identified actions;
- Update to ICAO Council and 40th Assembly.

No of Participants	Profile of Participants	Costs Covered by the Project
20 (2 per State)	Directors General of Civil aviation, senior officials and decision makers in civil aviation authorities	– Travel costs (as eligible) – Per diems (as eligible)

3.3 Enhancing national capabilities for security oversight

ACTIVITY 3.3.1					
16	Aviation Security	Duration / days	Activity framework	Location	Indicative date
	Enhance security oversight – State 1 (Indonesia)	4 days	3.3	Indonesia	October 2018

Background

With over 17,000 islands in Indonesia the aviation sector plays an essential role in the country's infrastructure. The aviation sector in Indonesia is currently experiencing extraordinary growth rates.

Aviation faces such threats as terrorism, aircraft theft and drug trafficking. Given the extent of the country, the high number of airports to oversee and the lack of qualified AVSEC inspectors, aviation security ranks as one of the highest priorities for Indonesia in aviation.

Objective

- – Train AVSEC inspectors on the critical security threats to aviation and measures they can take to mitigate those threats
- – Review the suitability of the Indonesian aviation security programme for dealing with current threats

Presentations

- – Individual national situation and challenges (AMS)
- – International experience on issues discussed (ARISE+ AVSEC Expert)
- – Analysis AVSEC needs (ARISE+ AVSEC Exp)

Outcome

A better understanding of the needs of existing national and international aviation security laws, regulations, implementation procedures, mitigation measures and practices presented, reviewed and discussed, sufficient for carrying out a need analysis.

ACTIVITY 3.3.2					
17	Aviation Security	Duration / days	Activity framework	Location	Indicative date
	Enhance security oversight – State 2 (Philippines)	4 days	3.3	Philippines	November 2018

Background

With over 7,000 islands, the aviation network binds the Philippines together. International links are critical and the economic importance of aviation is enormous.

Aviation faces such threats as terrorism, aircraft theft and drug trafficking. Given the extent of the country, the number of airports to oversee and the lack of qualified AVSEC inspectors, aviation security ranks as one of the highest priorities for the Philippines in aviation.

Objective

- Train AVSEC inspectors on the critical security threats to aviation and measures they can take to mitigate those threats
- Review the suitability of the Philippines aviation security programme for dealing with current threats

Presentations

- Individual national situation and challenges (AMS)
- International experience on issues discussed (ARISE+ AVSEC Expert)
- Analysis AVSEC needs (ARISE+ AVSEC Exp)

Outcome

A better understanding of the needs of existing national and international aviation security laws, regulations, implementation procedures, mitigation measures and practices presented, reviewed and discussed, sufficient for carrying out a needs analysis.

3.4   Enhancing national capabilities for passenger protection

<table>
<tr><td colspan="6" align="center">ACTIVITY 3.4.1</td></tr>
<tr><td rowspan="2">18</td><td>Air Transport</td><td>Duration / days</td><td>Activity framework</td><td>Location</td><td>Indicative date</td></tr>
<tr><td>Enhance passenger protection – Raise awareness of consumer and passenger protection issues</td><td>3 days</td><td>3.4</td><td>Brunei</td><td>November 2018</td></tr>
<tr><td colspan="6">Background</td></tr>
<tr><td colspan="6">During the Inception Phase visits, it was found that consumer protection laws exist in the AMS and that work is on-going within ASEAN on a harmonization of such laws across all sectors.

Specific air passenger protection regulations and implementation procedures vary widely among AMS. In some AMS air passenger protection is applied to all passengers while in others it covers domestic passengers only. Some AMS indicated that work was in progress to enhance their regulations and procedures and make them more widely applicable.

Where air passenger protection regulations and implementation procedures exist, these typically are applied by the CAA in conjunction with other aviation entities. It was pointed out that AMS are not fully aware of the situation on the subject in neighbouring States.

Based on the findings of the Inception Phase visits and considering that passenger protection is a topic not previously addressed by AATIP, an initial workshop will be conducted with the AMS to review existing laws, regulations, procedures existing and practices employed by the AMS.</td></tr>
<tr><td colspan="6">Objective</td></tr>
<tr><td colspan="6">1) Enhance the awareness of AMS on national air passenger protection in ASEAN
2) Provide the basis for an analysis of AMS' national air passenger protection
3) Share initial European experience on issues that are being identified</td></tr>
<tr><td colspan="6">Presentations</td></tr>
<tr><td colspan="6">1) Individual national situation and challenges (AMS)
2) European experience on issues discussed (EU Expert)
3) Planning of analysis and next workshop (ARISE+)</td></tr>
<tr><td colspan="6">Outcome</td></tr>
<tr><td colspan="6">Existing national consumer protection laws, air passenger protection regulations, implementation procedures and practices presented, reviewed and discussed, sufficient for carrying out analysis.</td></tr>
</table>

ACTIVITY 3.4.2					
	Air Transport	Duration / days	Activity framework	Location	Indicative date
19	Enhance passenger protection – Share experiences in implementing consumer and passenger protection laws/frameworks in EU and ASEAN Member States	3 days	3.4	Philippines	January 2019

Background

During the Inception Phase visits, it was found that specific air passenger protection regulations and implementation procedures vary widely among AMS.

Based on the findings of the Inception Phase visits and the outcome of workshop 1 on the subject, the analysis of existing air passenger protection regulations and implementation procedures will be presented. EU experience with passenger protection will be presented and the next steps towards enhancing national capabilities for passenger protection will be discussed.

Objective

1) Enhance the awareness of AMS on national air passenger protection in ASEAN
2) Provide the findings of the analysis of AMS' national air passenger protection
3) Share EU experience on the subject

Presentations

1) Analysis of AMS on passenger protection regulations and implementation procedures (EU Expert)
2) EU experience on passenger protection and issues discussed (EU Expert)
3) National planning for enhancement of passenger protection (AMS)
4) Planning of next activity steps (ARISE+)

Outcome

National planning for enhancement of passenger protection presented. Analysis on existing consumer protection laws, air passenger protection regulations, implementation procedures and practices presented, reviewed and discussed. EU experiences shared and discussed. Next activities on the subject under ARISE+ discussed.

3.5 Enhancing national capabilities for climate change and environmental protection

ACTIVITY 3.5.1					
20	Climate Change & Environmental Protection	Duration / days	Activity framework	Location	Indicative date
	Enhance climate change action – State 1 (Cambodia)	3 days	3.5	Cambodia	16 -18 October 2018

Background
Considering the fact that Cambodia's aviation sector is growing fast and the construction/renovation of new airports is in the process of being finalised, it seems pivotal to start including environmental and climate considerations into Cambodia's aviation. For the time being, environmental concerns are tackled only at the level of airport environment, as a follow up of ICAO's comment on the work structure of the Airport Standard & Safety department. The organisational structure, working group, regulations, action plans etc. are in the process of being created and in this context the topic of the action plan appears the most relevant item to start with: involving all sector stakeholders in order to raise awareness of the importance of dealing with climate considerations, both in terms of environmental safeguard and in terms of possible financial implications linked to the carbon market.

Objective
1) How to draft a climate action plan 2) How to involve sector stakeholders 3) How to select mitigation actions, best practices, best examples in the region, etc. 4) CORSIA initiative as a possible mitigation measure

Presentations
1) Individual national situation and challenges (AMS) 2) International experience on issues discussed (ARISE+ ENV Expert) 3) Gap analysis presented (ARISE+ ENV Exp)

Outcome
Existing national and international climate change and environmental protection laws, regulations, implementation procedures, mitigation measures and practices presented, reviewed and discussed, sufficient for carrying out gap analysis.

ACTIVITY 3.5.2					
21	Climate Change & Environmental Protection	Duration / days	Activity framework	Location	Indicative date
	Enhance climate change action – State 2 (Lao PDR)	3 days	3.5	Laos	22 – 24 October 2018

Background

Lao is a smaller country but has already appointed a CORSIA focal point and made a strong request for concrete capacity building, awareness activities and technical support in order to address climate and environmental topics towards the sector's stakeholders. The project prefers to focus attention on the smallest and youngest actors as per ICAO's spirit of the "No Country Left Behind" initiative, in order to be able to scale up the level at a later stage. This also considers the limited number of stakeholders in order to be able to produce replicable results in a short time to be used as best practice in other similar contexts.

Objective

1) Action Plan on CO_2 emission reduction
2) Strategic and planning approach to the sector
3) Creation of synergies with all sector operators

Presentations

1) Individual national situation and challenges (AMS)
2) International experience on issues discussed (ARISE+ ENV Expert)
3) Gap analysis presented (ARISE+ ENV Exp)

Outcome

Existing national and international climate change and environmental protection laws, regulations, implementation procedures, mitigation measures and practices presented, reviewed and discussed, sufficient for carrying out gap analysis.

4. Support the enhancement of air traffic management efficiency and capacity through the implementation of the ASEAN Air Traffic Management (ATM) Master Plan with the aim of achieving a Seamless ASEAN Sky

4.1 Strengthening the ASEAN ATM system

ACTIVITY 4.1.1					
	Air Traffic Management	Duration / days	Activity framework	Location	Indicative date
22	Strengthen ASEAN ATM system – workshop 1: Addressing AMS' implementation of the regional ATM initiatives	3 days	4.1	TBD (after gap analysis)	January 2019

Background

During the Inception Phase visits, it was pointed out by several States that they are not fully aware of the situation in neighbouring States, and it was proposed that in order to use the resources in the best way possible when addressing national/regional deficiencies, the first step should be to carry out a gap analysis.

Based on the results of this gap analysis, a workshop will be conducted with the concerned State(s) to address regional imbalances found to have a negative impact on the overall capacity of the ASEAN Network.

Objective

1) Enhance the capacity of individual national ATM systems to improve ATM capacity so that the overall ASEAN network capacity is not impacted by national deficiencies;
2) Share European experiences on issues that has been identified in the gap analysis.

Presentations

1) Individual national situation and challenges (ASEAN)
2) Presentation of results of Gap Analysis (ARISE+)
3) Implementation and Deployment planning (ARISE+)
4) European experiences on issues discussed (EU Expert)

Outcome

The ASEAN ATM Master Plan identifies unequal development as one of the main risks for the deployment of prioritised initiatives. The purpose of this workshop is to address that risk by supporting Member States in their effort to fulfil the requirements of the Master Plan, including agreed milestones.

4.2 Supporting development & implementation of an ASEAN ATM Master Plan

ACTIVITY 4.2.1					
23	Air Traffic Management	Duration / days	Activity framework	Location	Indicative date
	Support ASEAN ATM Master Plan – workshop 1: Airspace design improvements to enhance regional ATM efficiency and capacity	3 days	4.2	Singapore	February 2019

Background

Following the AATIP project, the AMS now have access to a simulation and modelling function, which should be used in the preparation of major improvements to airspace design in the region. During the Inception Phase visits the States mentioned the requirement to address issues such as
 	
    a) the optimization of FLAS schemes in the region;
    b) harmonization and reduction of ATS surveillance minima spacing along ATS routes;
    c) de-conflicting and regulating traffic flow to increase capacity in airspaces.

Objective
1) Improve the understanding and use of the ASEAN Sim&Mod function through the development of an airspace design improvements case; 2) Share European experiences on the preparation and conduct of an airspace design improvements project.

Presentations
1) ASEAN Member State presentation on present situation regarding the case to be analysed (ASEAN); 2) Status of the ASEAN Sim&Mod function (ATMRI); 3) The development of airspace design improvements on a national basis (EU National Expert) 4) The preparation of an airspace design improvements project (EU Expert); 5) Hands-on workshop on the conduct of an improvements project (All)

Outcome
The European process for conducting an airspace design improvements project is well developed, and this workshop will share these experiences. The particular case to be chosen as the example for this workshop will be analysed, simulated and prepared for implementation. The workshop will provide the ASEAN airspace design experts with a better understanding of what is required to make sure that an airspace design improvement project is carried out in the best way possible so that the objectives set at the outset of the process can be reached. In particular, the experts will gain better understanding on how to use simulation and modelling in the process of improving airspace design.

ACTIVITY 4.2.2					
24	Air Traffic Management	Duration / days	Activity framework	Location	Indicative date
	Support ASEAN ATM Master Plan – workshop 2: ASEAN-wide implementation of agreed initiatives	3 days	4.2	Thailand (Bangkok)	10 -12 September 2018
Background					
In the ASEAN ATM Master Plan there are five initiatives identified that urgently requires ASEAN-wide harmonised implementation.					
Objective					
1) Share European experiences on issues that needs to be considered when handling region-wide implementation and deployment of agreed ATM improvements; 2) Reach ASEAN-wide agreement on the structure and main content of the road maps required for each of the five identified priorities.					
Presentations					
1) ASEAN ATM Master Plan (ASEAN) 2) EU ATM Master Plan, an overview (SESAR JU) 3) Deployment planning (SESAR JU) 4) Building road maps (ARISE+ and SESAR JU)					
Outcome					
The European ATM Master Plan includes roadmaps of the identified changes, ensuring that their deployment is planned in a performance-driven and synchronised way to maximise benefits. The workshop should start the development of road maps for the five prioritised initiatives in the ASEAN ATM Master Plan.					

ACTIVITY 4.2.3					
25	Air Traffic Management	Duration / days	Activity framework	Location	Indicative date
	Support ASEAN ATM Master Plan – workshop 3: The implementation of ATFM	3 days	4.2	Indonesia (Jakarta)	24 – 26 September 2018

Background

One of the five initiatives identified in the ASEAN ATM Master Plan requiring urgent attention is the implementation of an ATFM Service. During the inception phase several of the AMS considered that the implementation of an efficient ATFM service was priority number one.

Objective

1) Share European experiences on issues that needs to be considered when developing and running a region-wide ATFM service;
2) Develop an ASEAN-wide agreement on key principles and requirements for all stakeholders involved in the application of ATFM.

Presentations

1) The Distributed Multi-Nodal ATFM Network (ASEAN)
2) ICAO developments in the region (ICAO RSO Bangkok)
3) Regulatory framework in Europe (ARISE+)
4) The application of ATFM in Europe (NM Expert)
5) Ongoing and future developments of the ATFM service in Europe (NM Expert)
6) Application of ATFM in a European State (National Expert)

Outcome

The application of ATFM in Europe has many similarities with the situation in ASEAN, and a detailed presentation of European ATFM has the potential to provide ideas for improvements to the ASEAN system. Experiences regarding rules and procedures, as well as day-to-day application would be shared with ASEAN experts.

ACTIVITY 4.2.4					
26	Air Traffic Management	Duration / days	Activity framework	Location	Indicative date
	Support ASEAN ATM Master Plan – workshop 4: The implementation of AIDC	3 days	4.2	Brunei	December 2018

Background

One of the five initiatives identified in the ASEAN ATM Master Plan requiring urgent attention is the implementation of a computer-based coordination procedures, AIDC. During the inception phase this issue was pointed out as a priority by several of the AMS.

Objective

1) Share European experiences on issues that needs to be considered when implementing data interchange between units equipped with automated ATS systems;
2) Develop ASEAN-wide agreement on a road map for an immediate implementation of AIDC in ASEAN.

Presentations

1) A State that already have AIDC with neighbouring States (ASEAN)
2) A State that does not have AIDC with neighbouring States (ASEAN)
3) ICAO developments in the region (ICAO RSO Bangkok)
4) Regulatory framework in Europe (ARISE+)
5) The development and deployment of OLDI in Europe (OLDI Expert)
6) Ongoing and future developments of OLDI in Europe (OLDI Expert)
7) Workshop to agree on roadmap for deployment

Outcome

It is very important for the capacity of the network is to ensure that automated communication and data interchange between units equipped with automated ATS systems in the ASIA/PAC Region is implemented in a harmonised way.

Workshop should identify why and where the difficulties are and build a road map to address those. The preferred outcome would be an ASEAN-wide agreement on the steps required for an immediate implementation of AIDC where it is still not implemented.

4.3   Supporting development of tools and procedures to ease air traffic congestion

ACTIVITY 4.3.1					
	Air Traffic Management	Duration / days	Activity framework	Location	Indicative date
27	Develop tools and procedures for a Seamless ASEAN Sky: New concepts/technologies, rules and procedures	3 days	4.3	Vietnam	November 2018
Background					
During the Inception Phase visits, the representatives from the regulatory part of ANS expressed their wish to learn more about European experiences regarding the preparation of rules and regulations on new concepts/technologies					
Objective					
1) Share European experiences on the development of rules and regulations preparing the implementation of new concepts/technologies; 2) Present rules and regulations on the use of RPAS and the implementation of Remote TWR operations.					
Presentations					
1) ASEAN Member State presentation on their process for the development of regulation (ASEAN) 2) Requirements on national DGACs/CAAs in the development of regulation for ANS (EASA Expert) 3) The EASA process for the development of regulation (EASA Expert) 4) Rules and regulations for RPAS and Remote TWR Ops (EASA Expert) 5) Workshop to discuss an ASEAN-wide cooperation on the development of rules and regulation for ANS (All)					
Outcome					
The European process for the development of rules and regulation is well developed, and there is scope to prepare and provide the AMS with a proposal for how they could work together to achieve a coordinated approach to national requirements with regard to the development of regulation for ANS. The workshop will provide the regulators from the ASEAN States with an understanding on how the European regulators have developed and are developing rules and regulations for new concept/technologies.					

5. Strengthen ASEAN-EU cooperation in air transport, including discussions on a possible comprehensive ASEAN-EU Agreement on Air Transport

No activities foreseen in 2018.